STATE ROUTE

Transportation Concept Report

Office of System Planning · District 6 · September 2006

Caltrans

Caltrans District 6
Office of System Planning

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STATE ROUTE

Transportation Concept Report

District 6

Office of System Planning September 2006

Approval Recommended:

9/18/06

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9/22/06

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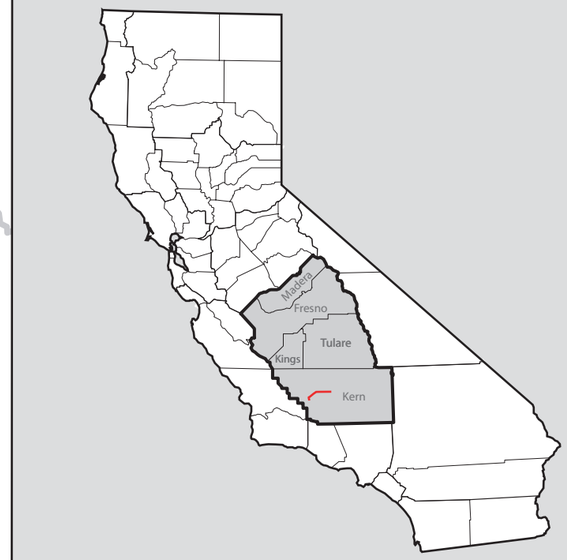
Date

STATE ROUTE 119
TRANSPORTATION CONCEPT REPORT
SEGMENT MAP



Kern County

1. **Segment 1:** SR 119 PM 0.0 / 0.3
   SR 33 to Kern Street
2. **Segment 2:** SR 119 PM 0.3 / 2.2
   Kern Street to 0.3 miles North of Harrison Street, urban boundry of Taft
3. **Segment 3:** SR 119 PM 2.2 / 4.4
   0.3 Miles North of Harrison Street, urban boundry of Taft, to 0.6 miles North of Buttonwillow-Elk Hills Road
4. **Segment 4:** SR 119 PM 4.4 / R9.1
   0.6 miles North of Buttonwillow-Elk Hills Road to Golf Course Road
5. **Segment 5:** SR 119 PM R9.1 / R13.3
   Golf Course Road to Aqueduct Service Road
6. **Segment 6:** SR 119 PM R13.1 / 18.2
   Aqueduct Service Road to SR 43
7. **Segment 7:** SR 119 PM 18.2 / 19.8
   SR 43 to SR 119/I-5 separation
8. **Segment 8:** SR 119 PM 19.8 / 25.6
   SR 119/I-5 separation to Buena Vista Road
9. **Segment 9:** SR 119 PM 26.3 / 29.2
   Buena Vista Road to 0.1 miles West of Stine Road
10. **Segment 10:** SR 119 PM 29.2 / 30.4
    0.1 miles West of Stine Road to Wible Road
11. **Segment 11:** SR 119 PM 30.4 / 31.3
    Wible Road to SR 119/SR 99 separation

LEGEND

Indicates segments of Route 119.

1 Corresponds with the symbols below to provide segment information.

Jct = Junction
PM = Post Mile
Mi = Mile
SR = State Route

Transportation Concept Report
State Route 119
September 2006

I. INTRODUCTION

The Transportation Concept Report (TCR) is a long-range system-planning document that establishes a planning concept for the corridor through the year 2030. The TCR provides route data and information, as well as current and projected (years 2006, 2015, and 2030, respectively) operating characteristics.

Considering reasonable financial and physical constraints, the TCR defines the appropriate Concept Level of Service (Concept LOS) and facility type(s) for each route. It also broadly identifies the nature and extent of improvements needed to attain the Concept LOS. Capacity-enhancing improvements, such as lane additions, are the primary focus for LOS attainment. Caltrans endeavors to maintain a target LOS at the transition between LOS C and LOS D on State highway facilities, or whichever LOS is feasible to attain. For the purpose of this document, however, the Concept LOS is a "target" LOS determined by the importance of the route and environmental factors. A deficiency (need for improvement) is triggered when the actual LOS falls below the Concept LOS.

However, operational improvements, such as passing lanes, are discussed as interim measures. The TCR also identifies transit, notably the High Speed Passenger Rail System, and the deployment of Intelligent Transportation Systems (ITS) as integral to route corridor development. The Ultimate Transportation Corridor (UTC), or Ultimate Facility, as identified in this TCR, ensures that adequate right-of-way (ROW) is preserved for ultimate facility projects beyond 2030.

However, the UTC does not consider funding as a constraint. Caltrans District 6 System Planning staff should be consulted for the interim ROW (prior to ultimate construction) for a specific location along the corridor. This TCR identifies the initial and conceptual planning phase that leads to subsequent programming and the project development process.

Consequently, the specific nature of proposed improvements, such as roadway width, number of lanes, and access control might change in later project development stages. Final determinations are normally made during the project report and design phases. Therefore, a TCR is a "living document," subject to amendments as conditions change and projects are completed. System Planning staff will update the TCR on a three-to-five year cycle or as needed. The TCR for State Route (SR) 119 was prepared and completed by District 6 Office of System Planning staff in cooperation with local and regional agencies and other Caltrans functional units. As such, it will serve as a guide in cooperative planning and implementation of transportation and land use decisions.

II. ROUTE DESCRIPTION AND PURPOSE

Begins: Within District 6, at the SR 33 Junction in Taft and the community of Ford City
Ends: At the SR 99/119 Interchange in Kern County
Length: 31-mile highway within Kern County

Terrain/Land Use: Primarily a rural route on flat to rolling terrain, SR 119 continues on as Taft Highway, an urban arterial, east of the SR 99/119 Interchange, heading to the community of Lamont. At the beginning of the document (page "i") is an 11x17" foldout Segment Map for SR 119 which shows the location of SR 119 within District 6.

This map shows the 11 segments of SR 119 in Kern County. Land uses include commercial and residential development, as well as oil fields and agriculture in the rural county area. The route also passes through Taft, and the small communities of Valley Acres, Dustin Acres, and Pumpkin City. A Federal Correction Facility is located south of Taft. Recreational land use includes the Buena Vista Lake and Golf Course and the Taft Airfield for skydiving and sailplane participants.

A. Modal Alternatives

Amtrak: Amtrak does not provide passenger rail services along any portion of SR 119. At PM 26.77 tracks of the San Joaquin Valley Railroad cross SR 119. These tracks originate in Bakersfield and terminate in central Taft but are used solely to haul freight and other commerce. The Amtrak San Joaquin Route runs six passenger trains on a daily basis through the San Joaquin Valley with connections in Kern County to Bakersfield and Wasco. However, neither of these cities are traversed by SR 119.

Transit Services: Both fixed-route and dial-a-ride buses serve the local traveler in Kern County. Common transit carriers in Kern County include Greyhound Bus Lines, Orange Belt Stages, the Airport Bus of Bakersfield, and the Amtrak bus. Taft Area Transit, a dial-a-ride service operates in Taft and serves Taft Heights, South Taft, and Ford City. Kern Regional Transits' Westside Express provides service to and from Bakersfield six days a week. *For a list of specific transit providers, please see the Transit Services chart in the Appendix at the end of this TCR.*

High Speed Rail: The California High Speed Rail Authority (CHSRA) has developed a plan to build a high-speed rail line from San Diego to San Francisco. Electric-powered, high-speed trains could be operated at speeds up to 200 mph, allowing for travel from downtown San Francisco to Los Angeles in approximately 2 1/2 hours. The proposed 700-mile-long system would stretch from San Francisco, Oakland, and Sacramento in the north, through the Central Valley, and to the south through Los Angeles, and San Diego.

Should the CHSRA choose the Grapevine route alignment (instead of the currently proposed Palmdale/Lancaster/Tehachapi route), it may parallel I-5 and SR 99 and the station would be in the Bakersfield Metro area. The high-speed rail line would connect to the State's existing transportation network with station links to airports, intercity rail and bus lines, commuter rail, and urban rail transit lines. This will directly benefit all motorists with traffic reductions and will help improve travel times.

Bicycle Routes/Facilities: From the beginning of SR 119 at SR 33 in Taft to its terminus at SR 99 south of Bakersfield, SR 119 is comprised of conventional highway segments, all of which are open to bicycle travel. As roadway rehabilitation is done, shoulders will be added. Currently, shoulder width ranges from 0 to 12 feet and therefore several portions of this route are not recommended for bicycle travel. Within the Bakersfield 2004 General Plan Circulation Element (Chapter 3), SR 119 is listed as a "future bikeway" from Heath Road (currently an unconstructed intersection located at PM 22.20) to SR 99 in Pumpkin Center.

Also, within Taft, the 2001 Kern County Bike Plan lists SR 119 as a "planned" bikeway from SR 33 (PM 0.00) to Street/Airport Road (PM 0.30). *Please refer to the "Bicycle Routes and Facilities" section of the Appendix for more detailed information on bicycle facilities along SR 119.*

Pedestrian Access/Facilities: Pedestrian and American with Disabilities Act (ADA) concerns remain to be addressed throughout Segments 1 and 2 (PM 0.00 - PM 2.20), within Segment 4 from PM 6.20 - PM 6.70 (Valley Acres), and from PM 7.50 - 8.36 (Dustin Acres), and throughout Segment 11 (PM 30.40 - PM 31.30). Currently, a majority of this area lacks sidewalks or other pedestrian facilities and will need upgrading to current standards as projects are initiated along SR 119. *Please refer to the "Pedestrian Access and Facilities" section of the Appendix for more detailed information on pedestrian and ADA access along SR 119.*

B. Intelligent Transportation Systems

Applications of Intelligent Transportation Systems (ITS) exist or are proposed throughout the extent of SR 119, which include: changeable message signs (CMSs), highway advisory radio (HAR), weather stations (WS), and the 511 System.

The 511 system is a new three-digit phone number program to access travel information that is being implemented throughout various areas of the country. Caltrans Reverse Commute Study/Special Studies Branch is working with Traffic Operations and Caltrans' Districts to develop a "California 511 Strategic Deployment Plan for Rural and Inter-Regional Traveler Information System" to meet the traveler's highway and transit information needs. Communication lines will be enhanced by the fiber optic network planned along the SR 99 corridor.

When fully implemented, 511 would be an easy to remember telephone number that can be accessed by travelers before and during their trip to obtain information about State highways, local roads, local transit, and State and local trains. At this time, the 511 system is not available in the Central Valley. Deployment of ITS technology will enhance operational and safety efficiency of the route by informing motorists of traffic congestion, inclement weather, such as, blowing dust, fog, highway construction, and/or closings. The Caltrans Central Valley Transportation Management Center (TMC) monitors specific traffic locations from its headquarters at the District Office in Fresno. In addition, the Kern Council of Governments (Kern COG), through the creation of the Kern Motorist Aid Authority, operates and maintains a motorist aid call box system within Kern County. *For specific ITS information on SR 119 see the Appendix at the end of this report.*

C. State Route 119 Highway Facts

- In 1933, SR 119, formerly known as SR 140, was added to the State Highway System. The entire length of the route is located in Kern County.
- In District 6, SR 119 is functionally classified as a Principal Arterial, in and near Taft, and a Minor Arterial for most of the remainder of its length. The route is a Principal Arterial in the latter three segments near SR 99.
- SR 119 is important as an intra-regional route for agricultural and oil industry-related traffic. The route serves as a commuter route between Taft and Bakersfield.
- The Annual Average Daily Traffic (AADT) ranges from 5,000 to 12,600, with trucks constituting up to 22 percent of the AADT.
- The SR 119 rural highway is also referred to as Taft Highway.
- A Federal Oil Reserve Land easement is located along the route in Segment 5, Golf Course Road to Aqueduct Service Road.
- This route is designated as a State Highway Terminal Access Route for larger trucks under the STAA from SR 33 to SR 99.

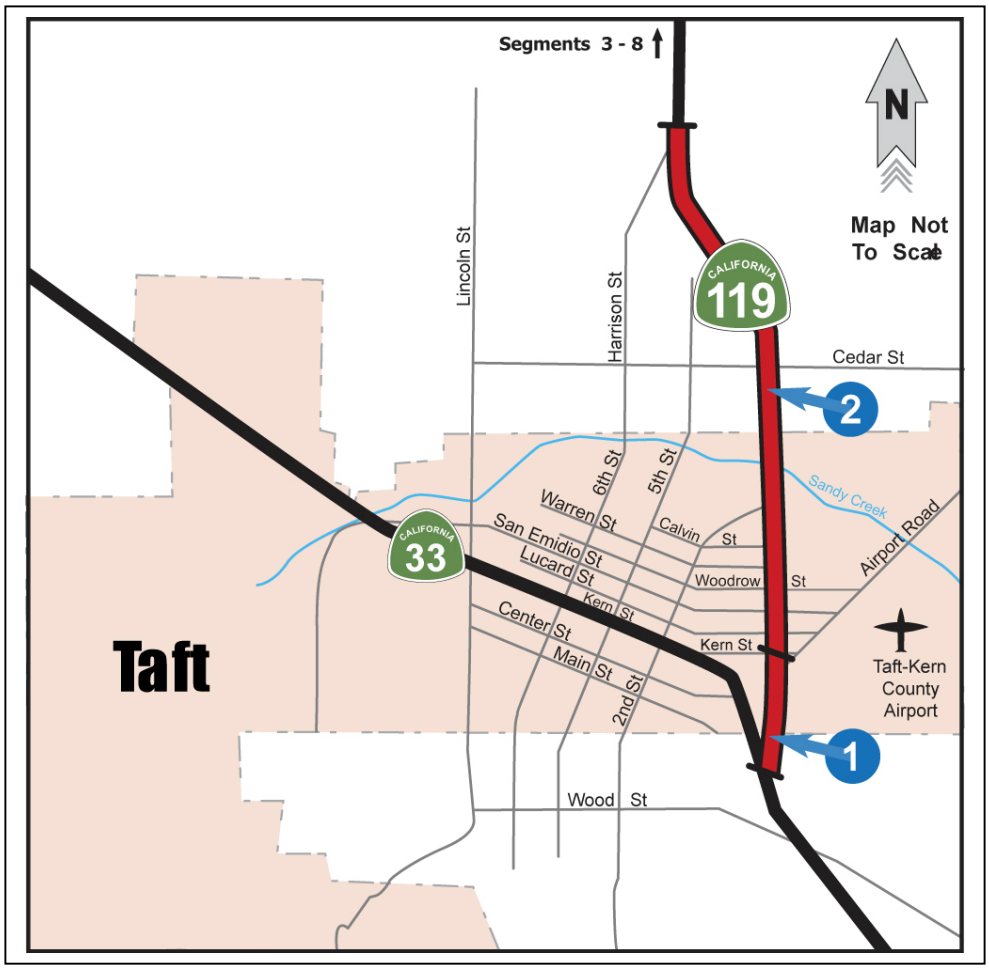
D. Specific Environmental Considerations

Specific sensitive biological species in Kern County include, but is not limited to, the following flora and fauna: FLORA-wetland areas, Bakersfield cactus, California Jewel Flower, Kern Mallow, Alkali Mariposa lily plants, San Joaquin Woolythreads; FAUNA-San Joaquin kit fox, Giant Kangaroo Rat, Tipton Kangaroo Rat, Blunt-nosed leopard lizard. burrowing owl, Kern Canyon salamander, and migratory birds. In addition, there are historical and archaeological sites that will need to be investigated. Environmental considerations to improvements on the route include the Kern River, the California Aqueduct, oil land, and commercial and residential development in existence along the route.

III. Geometrics, Land Use, and Environmental Considerations

Segments 1-2: SR 33 to 0.3 MI North of Harrison Street

Land Use: Within Taft, SR 119 serves as a main arterial through the city. Taft includes a mix of commercial and/or residential development with surrounding oil fields.



Environmental/Historical Resources: Oil industry concerns surround the route. An oil museum is located at the intersection of SR 33 and 119. Context Sensitive solutions may be considered in all improvements to the route.

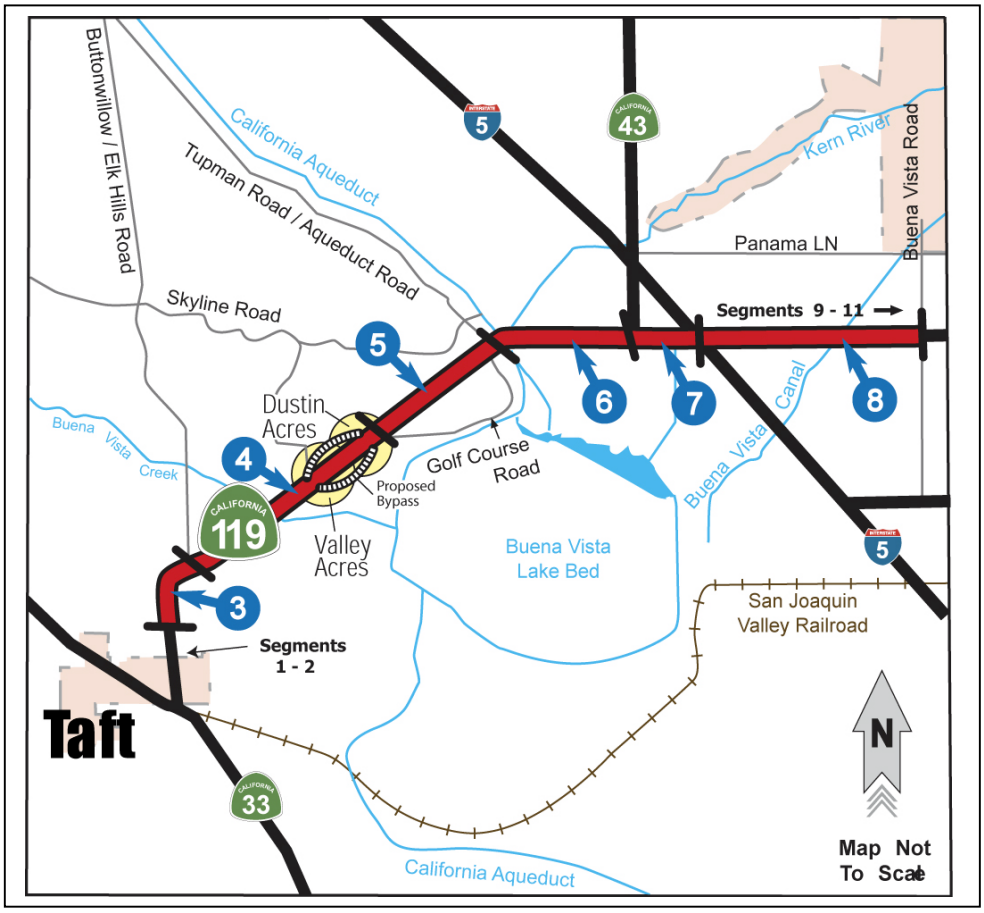
Facility: SR 119 consists of a 4-lane expressway from SR 33 to Kern Street and a 2-lane expressway from Kern Street to 0.3 MI North of Harrison Street.

Interchange(s) and other State Highway connections:

- SR 119 intersects with SR 33.

Segments 3-8: 0.3 MI North of Harrison Street to Buena Vista Road

Land Use: Segments 3-8 are rural segments. The segment begins with rolling hills and ends with level land near the urban boundary of Taft. SR 119 traverses through small communities, such as Valley Acres and Dustin Acres. The route passes through Federal Oil Reserve land and is near the Buena Vista Aquatic Recreation area and Buena Vista Golf Course. The Kern River and California Aqueduct passes under SR 119.



Facility: The highway is a 2-lane expressway and 2-lane conventional highway.

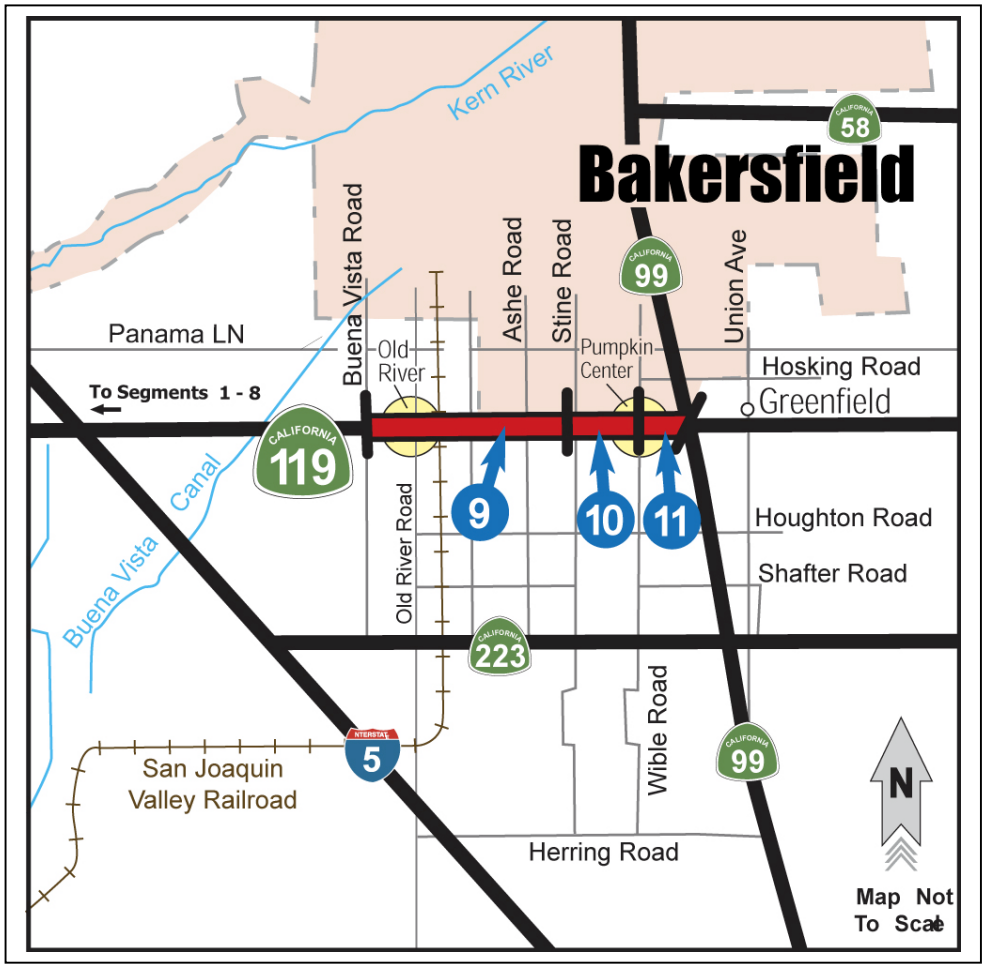
Interchange(s) and other State Highway connections:

- Interchange connection at I-5 (north to south).
- Intersection at SR 43.

Environmental/Historical Resources: The primary environmental issues in Kern County are oil reserves and endangered species, primarily the kit fox and the Bakersfield cactus. Issues include archaeological sites, water and sensitive resources near the Kern River, the California Aqueduct, and the Buena Vista Recreational area. Geological issues may be a primary concern in the oil fields. ROW acquisitions and preservation are important issues for future widening of the route. ROW acquisition may be cost prohibitive and environmentally significant. Oil fields and agricultural lands in these segments need to be given appropriate environmental consideration for ROW purposes.

Segments 9-11: Buena Vista Road to SR 119/99 Separation

Land Use: Agricultural land and small communities with residences and commercial development are near the SR 99/119 Interchange connection. New houses are being constructed in the northwest quadrant of the SR 99/119 Interchange. The population increase near the interchange will create additional traffic congestion on the route and in the area.



Facility: The route begins and ends as a 2-lane highway in Segment 9-11.

Interchange(s) and other State Highway connections:

- Interchange connection at SR 119/99.

Environmental/Historical Resources: Environmental concerns involve the small communities bisected by SR 119. Context Sensitive Solutions (CSS) may be considered for the small communities in the urban areas of the route, especially near the SR 119/99 Interchange. Right-of-way acquisition for future projects should be considered in light of the congested corridor created by urban congestion.

IV. Concept Rationale

Route Concept LOS:

LOS D was assigned to the urban portions of SR 119 in Taft and Segments 8-11 in Bakersfield. The remainder of the route (Segments 3-7) from the urban portion of Taft to Interstate 5 has been given a

LOS C designation. Commuter traffic from Taft to Bakersfield combined with heavy truck traffic makes the LOS C for the majority of the route an appropriate designation.

Concept Facility: The SR 119 Concept Facility varies according to facility type; the following list shows the facility for the year 2030, beginning with the segment at the SR 33/119 Junction and proceeding eastward to the SR 99/119 Interchange.

- **4-lane expressway (Segment 1):** The existing highway will remain a 4-lane expressway.
- **4-lane expressway (Segments 2-3):** Widen from an existing 2-lane expressway to a 4-lane expressway.
- **4-lane expressway (Segment 4):** Convert from an existing 2-lane conventional highway facility to a 4-lane expressway.
- **4-lane expressway (Segment 5):** Widen from an existing 2-lane expressway to a 4-lane expressway.
- **4-lane expressway (Segment 6-7):** Convert from an existing 2-lane conventional highway to a 4-lane expressway.
- **4-lane conventional highway (Segment 8-11):** Widen from an existing 2-lane conventional highway facility to a 6-lane conventional highway.

Adequate ROW must be available to accommodate any planned expansions on the route. Route 119 between Interstate 5 and Route 99 (Segments 8-11) 2030 Concept will be a 6-lane, limited access conventional highway. The Kern Council of Government's Regional 2004 Transportation Plan supports this designation as development occurs along the corridor. This conversion of Route 119 will be supported by local development fees and mitigation. SR 119 may be impacted by the future construction of the South (east-west) and West (north-south) Beltway Freeways. Kern County has adopted a South Beltway Specific Plan.

Construction will begin on the West Beltway Freeway in the near future. The Ultimate Transportation Corridor (UTC), or Ultimate Facility beyond the year 2030, for Segments 1-8 is designated as a 4-lane expressway. The UTC for Segments 8-11, from Interstate 5 to Route 99, is indicated as a 6-lane conventional highway at 134 feet. The 2004 Kern County General Plan Circulation Element designates this portion of Route 119 as a 6-lane expressway. Caltrans and the City of Bakersfield, which has a Sphere of Influence to I-5 on Route 119, are in agreement that the geometric highway standard will be held to 134 feet but with the more limited expressway access.

V. State Route 119 Transportation Concept Report Summary Chart

The 2-page Summary Chart on the following pages indicate that SR 119 is divided into 11 distinct segments that provide descriptive and technical information, both current and forecast, for the State highway. It also has a linear geographic diagram that illustrates the major State and local highway facilities, along with key natural features and City/County boundaries, current highway geometrics, i.e., conventional highway, expressway, and freeway.

A "Chart Explanation" bar defines what is shown on the Chart with the exception of self-explanatory technical information. The Summary Chart also delineates functional classification, various highway designations, environmental information, and general plan information.

See the following two pages for the Summary Chart.

Transportation Concept Report
State Route 119

CALIFORNIA 119

SUMMARY CHART 1-A

LEGEND

Existing Lanes

Planned or Programmed by 2030

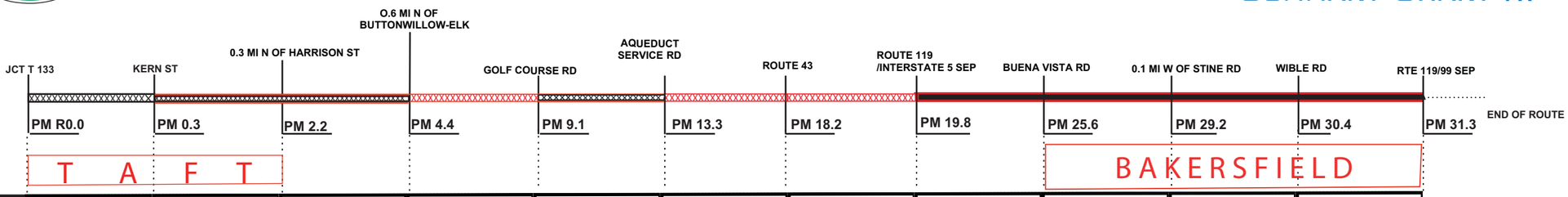
Convert existing conventional highway to expressway

Add Through Lanes.

Conventional
Expressway
Freeway

Number of Lanes
2
4
6

* Length of Segments on this bar chart are Not To Scale



Segment: Is self-explanatory except for several data sets:

Rural/Urban: Indicates whether the segment is in a rural area or city limits.

Terrain: Shows the general highway grade: minimal grade = level; moderate grade = rolling; and severe grade = mountainous.

ROW: Portrays Right-of-Way (ROW) and geometric data in feet and meters.

Shoulder Range: Is a range of treated surface (8' standard), both inside and outside shoulders.

Ultimate (UTC): Is the typical ROW needed for the ultimate facility, i.e., 8 lane freeway (8F) 218' is the standard typical UTC ROW - will be updated upon corridor plan lining by specific sections of highway.

Facility: Shows the Existing Facility, the desired facility type (2030 Concept) by 2030-RTPA's and Caltrans, and the Ultimate Facility to preserve ROW and plan line beyond 2030. It also shows whether a passing lane exists. 2C(I) indicates that the highway has been improved in select locations with operational or safety improvements. Examples are: passing lanes, channelization and traffic signals.

LOS: The current (2006) LOS (level of service), along with the expected calculated LOS in 2015 and 2030. The 2030 Concept is the target LOS desired, i.e., LOS C, for attainment by 2030 Caltrans.

Deficiency: Occurs when the target LOS is degraded, i.e., LOS D worse than LOS C, with the year of occurrence shown. It also shows whether a capacity improving project is in the STIP, and what the LOS would be with the 2030 Concept improvement.

Directional Split: Denotes the split in peak hour traffic flow on a directional basis (NB/SB or WB/EB) either in the morning (AM) or evening (PM).

AADT: Signifies Annual Average Daily Traffic.

Peak Hour: Indicates a representation of the maximum hour of traffic flow during the day.

% Trucks: Shows the percent of trucks for AADT and Peak Hour.

+ The Ultimate ROW is generally the same as the existing ROW.

N/A: Not deficient, no project recommended /not applicable.

*****Concept Facility meets Concept LOS

******Without the addition of the South Beltway traffic.

^Kern County General Plan equivalent of a 6-lane expressway.

SEGMENT	1	2	3	4	5	6	7	8	9	10	11
County / Route	KERN / 119	KERN / 119	KERN / 119	KERN / 119	KERN / 119	KERN / 119	KERN / 119	KERN / 119	KERN / 119	KERN / 119	KERN / 119
Description Begin	ROUTE 33	KERN ST	0.3 MI N OF HARRISON ST	O.6 MI N OF BUTTONWILLOW-ELK	GOLF COURSE RD	AQUEDUCT SERVICE RD	ROUTE 43	ROUTE 119/ INTERSTATE 5 SEP	BUENA VISTA RD	0.1 MI W OF STINE RD	WIBLE RD
Description End	KERN ST	0.3 MI N OF HARRISON ST	O.6 MI N OF BUTTONWILLOW-ELK	GOLF COURSE RD	AQUEDUCT SERVICE RD	ROUTE 43	ROUTE 119 /INTERSTATE 5 SEP	BUENA VISTA RD	0.1 MI W OF STINE RD	WIBLE RD	RTE 119/99 SEP
Postmile Limits Begin/End	0.0 / 0.3	0.3 / 2.2	2.2 / 4.4	4.4 / R 9.1	R 9.1 / R 13.3	R 13.3 / 18.2	18.2 / 19.8	19.8 / 25.6	25.6 / 29.2	29.2 / 30.4	30.4 / 31.3
Length (MI)	0.3 MI	1.9 MI	2.2 MI	4.7 MI	4.2 MI	4.9 MI	1.6 MI	5.8 MI	3.6 MI	1.2 MI	0.9 MI
Rural or Urban	URBAN	URBAN	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL	URBAN	URBAN	URBAN
Terrain	FLAT	FLAT	ROLLING	ROLLING	ROLLING	FLAT	FLAT	FLAT	FLAT	FLAT	FLAT
ROW: Range Existing (FT)	80.0 / 142.0 FT	142.0 / 142.0 FT	60.0 / 170.0 FT	60.0 / 120.0 FT	280.0 / 420.0 FT	60.0 / 175.0 FT	60.0 / 80.0 FT	60.0 / 100.0 FT	60.0 / 100.0 FT	60.0 / 60.0 FT	60.0 / 110.0 FT
Median Range (FT)	0.0 / 22.0 FT	0.0 / 0.0 FT	0.0 / 0.0 FT	0.0 / 0.0 FT	0.0 / 0.0 FT	0.0 / 0.0 FT	0.0 / 0.0 FT	0.0 / 0.0 FT	0.0 / 0.0 FT	0.0 / 0.0 FT	0.0 / 0.0 FT
Shoulder Range (FT)	8.0 / 8.0 FT	8.0 / 8.0 FT	4.0 / 8.0 FT	1.0 / 8.0 FT	4.0 / 8.0 FT	8.0 / 8.0 FT	8.0 / 8.0 FT	1.0 / 8.0 FT	2.0 / 8.0 FT	2.0 / 8.0 FT	1.0 / 4.0 FT
Lane Width (FT)	12.0 FT	12.0 FT	12.0 FT	11.0 FT	12.0 FT	12.0 FT	12.0 FT	11.0 FT	12.0 FT	12.0 FT	12.0 FT
Ultimate ROW (FT)	170 FT	170 FT	184 FT	184 FT	184 FT	184 FT	184 FT	134 FT	134 FT	134 FT	134 FT
Facility: Existing	4E	2E	2E	2C	2E	2C	2C	2C	2C	2C	2C
2030 Concept	4E	4E	4E	4E	4E	4E	4E	6C^	6C^	6C^	6C^
UTC	4E	4E	4E	4E	4E	4E	4E	6C^	6C^	6C^	6C^
LOS: 2006	B	B	D	D	D	D	D	C	D	D	D
LOS: 2015	B	C	D	E	D	E	D	C	D	E	E
LOS: 2030	B	D	E	E	E	E	E	D	E	F	F
LOS: 2030 Concept	D	D	C	C	C	C	C	C	D	D	D
Deficiency/Year Deficient	N/A	N/A	2006	2006	2006	2006	2006	2030	2006	2006	2006
Project in STIP/RTP (Y/N)	NO	NO	NO	YES	YES	YES	YES	YES	NO	NO	NO
LOS W/ Concept Improvement	N/A	N/A	N/A*	B*	B*	N/A*	N/A*	B*	A*	A*	A*
Directional Split (Peak Hour)	57/43	57/43	57/43	60/40	60/40	60/40	55/45	55/45	55/45	51/49	51/49
AADT: 2006	4,950	6,800	11,400	11,400	11,400	12,000	10,900	7,100	11,000	11,000	12,600
AADT: 2015	6,100	8,800	15,000	14,900	15,600	15,900	14,900	9,300	14,400	22,200	22,700
AADT: 2030	7,400	11,300	20,200	19,200	21,300	20,900	20,300	12,100	18,600**	43,800**	40,800**
Peak Hour: 2006	400	580	1,050	1,050	1,050	1,150	900	800	1,050	1,050	900
Peak Hour: 2015	500	700	1,400	1,400	1,400	1,500	1,200	1,000	1,400	2,100	1,600
Peak Hour: 2030	600	1,000	1,900	1,800	2,000	2,000	1,700	1,400	1,800	4,200	2,900
% Trucks: AADT	19 %	22 %	22 %	21 %	21 %	22 %	22 %	19 %	20 %	20 %	21 %
% Trucks: Peak Hour	17 %	21 %	20 %	20 %	19 %	20 %	20 %	18 %	18 %	17 %	18 %

Transportation Concept Report
State Route 119

Summary Chart 1-B

LEGEND

Existing Lanes

Planned or Programmed by 2030

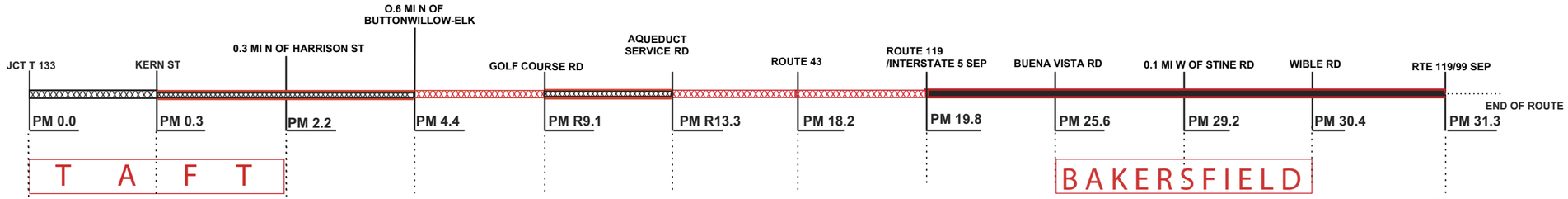
Convert existing conventional highway to expressway

Add Through Lanes.

Conventional
Expressway
Freeway

Number of Lanes
2
4
6

* Length of Segments on this bar chart are Not To Scale



Segment: Is self-explanatory except for several data sets:

Functional Classification: A process by which streets and highways are grouped into or classification systems.

NHS (National Highway System): Included in the NHS is all interstate routes, a large percentage of urban and rural principal arterials, the defense strategic highway network, and strategic highway connectors.

Freeway/Expressway System: The Statewide system of highways declared to be essential to the future development of California.

Regionally Significant: Serves regional transportation needs including at a minimum all principal arterial highways and all fixed guideway transit facilities.

STRAHNET: A highway that provides defense access, continuity, and emergency capabilities for movements of personnel and equipment in both peace and war.

Lifeline: A route on the State highway system that is deemed so critical to emergency response/life-saving activities of a region or the state that it must remain open.

IRRS (Interregional Road System): A series of State highway routes, outside the urbanized areas, that provide access to the State's economic centers, major recreational areas, and urban and rural regions.

STAA (Surface Transportation Assistance Act): This act required states to allow larger trucks on the National Network. "Terminal Access" routes are State highways that can accomodate STAA trucks. Other designations i.e., California Legal offer more limited access.

Scenic: A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers.

ICES (Intermodal Corridor of Economic Significance): Significant National Highway System Corridors that link intermodal faclities most directly, conveniently and efficiently to intrastate, interstate, and international markets.

SEGMENT	1	2	3	4	5	6	7	8	9	10	11
County / Route	KERN / 119	KERN / 119	KERN / 119	KERN / 119	KERN / 119	KERN / 119	KERN / 119	KERN / 119	KERN / 119	KERN / 119	KERN / 119
Description Begin	ROUTE 33	KERN ST	0.3 MI N OF HARRISON ST	0.6 MI N OF BUTTONWILLOW-ELK	GOLF COURSE RD	AQUEDUCT SERVICE RD	ROUTE 43	ROUTE 119/ INTERSTATE 5 SEP	BUENA VISTA RD	0.1 MI W OF STINE RD	WIBLE RD
Description End	KERN ST	0.3 MI N OF HARRISON ST	0.6 MI N OF BUTTONWILLOW-ELK	GOLF COURSE RD	AQUEDUCT SERVICE RD	ROUTE 43	ROUTE 119 /INTERSTATE 5 SEP	BUENA VISTA RD	0.1 MI W OF STINE RD	WIBLE RD	RTE 119/99 SEP
Postmile Limits Begin/End	0.0 / 0.3	0.3 / 2.2	2.2 / 4.4	4.4 / R9.1	R9.1 / R13.3	R13.3 / 18.2	18.2 / 19.8	19.8 / 25.6	25.6 / 29.2	29.2 / 30.4	30.4 / 31.3
Lane Length (MI)	0.3 MI	1.9 MI	2.2 MI	4.7 MI	4.2 MI	4.9 MI	1.6 MI	5.8 MI	3.6 MI	1.2 MI	0.9 MI
Functional Classification	Principal Arterial (extension of minor arterial-rural to urban)	Principal Arterial (extension of minor arterial-rural to urban)	Minor Arterial	Minor Arterial	Minor Arterial	Minor Arterial	Minor Arterial	Minor Arterial	Principal Arterial (extension of minor arterial-rural to urban)	Principal Arterial (extension of minor arterial-rural to urban)	Principal Arterial (extension of minor arterial-rural to urban)
National Highway System (NHS) (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
Freeway/Expressway System (Y/N)	YES	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
Regionally Significant (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
STRAHNET (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
Lifeline (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
IRRS (Yes: HE=High Emphasis, F=Focus, G=Gateway) or No	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
TRUCK NETWORK: STAA (NN=National Network, TA=Terminal Access) or CL=California Legal, R=Special Restrictions; A=Advisory	TA	TA	TA	TA	TA	TA	TA	TA	TA	TA	TA
Scenic (Yes: OD=Officially Designated, E=Eligible) or No	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
ICES (Intermodal Corridor of Economic Significance) (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
General Plan/RTP LOS Standard	Kern Co LOS- E for CMP & RTP Regionally Significant System	Kern Co LOS- E for CMP & RTP Regionally Significant System	Kern Co LOS- E for CMP & RTP Regionally Significant System	Kern Co LOS- E for CMP & RTP Regionally Significant System	Kern Co LOS- E for CMP & RTP Regionally Significant System	Kern Co LOS- E for CMP & RTP Regionally Significant System	Kern Co LOS- E for CMP & RTP Regionally Significant System	Kern Co LOS- E for CMP & RTP Regionally Significant System	Kern Co LOS- E for CMP & RTP Regionally Significant System	Kern Co LOS- E for CMP & RTP Regionally Significant System	Kern Co LOS- E for CMP & RTP Regionally Significant System
General Plan/RTP Standard Highway Classification	FREEWAY	FREEWAY	FREEWAY	FREEWAY	FREEWAY	EXPRESSWAY	EXPRESSWAY	EXPRESSWAY	EXPRESSWAY	EXPRESSWAY	EXPRESSWAY
Bike Use Allowed (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES

VI. A Review of Route 119 Performance: Current and Future

As of the year 2006, SR 119 is operating at a LOS D, with the following exceptions: Segments 1 and 2 in Taft operate at LOS B and Segment 8 at LOS C. By the year 2015 and 2030, the LOS on the route will deteriorate to D, E, or F, with the exception that Segment 1 in Taft will remain at LOS B.

The City of Bakersfield's annexation and sphere of influence of land near the route will impact the route segments located near the SR 99/119 Interchange. Specifically, Segments 9,10, and 11 located in the urban area near the SR 99/119 Interchange is forecasted at LOS E and F by the year 2030, without improvements or the addition of the South Beltway Freeway. With improvements, traffic congestion on the highway will decrease.

The communities of Dustin Acres and Valley Acres may be impacted by the amount of through traffic on SR 119. A bypass around the communities may be considered as one alternative for resolution, according to the Kern County General Plan. Other mitigation measures may include traffic system management solutions.

A South Beltway (east-west route) Route Adoption and Environmental Study and a new West Beltway Route (north-south route) have funds earmarked in SAFETEA-LU (see map at the end of Section VII). SAFETEA-LU is the new 2005 Federal Transportation Act. The South Beltway proposes a new freeway alignment south of, and parallel to, SR 119. The new route proposes to connect Routes 58 East with Routes 99 and I-5. Future construction of the South Beltway will help to alleviate traffic congestion for travelers.

The West Beltway Freeway construction proposal will provide a north-south connection from 7th Standard Road to SR 58 West, SR 119, and the proposed South Beltway Route. The West Beltway alignment will parallel the SR 99 corridor to the west. An interchange connection is planned at the West Beltway Freeway and SR 119. At this time, the West Beltway impact on SR 119 is uncertain.

In 1933, SR 119 was added to the State Highway System. Currently, all of the facility is a 2-lane conventional highway or expressway, with the exception of a short 4-lane facility in Segment 1. The mostly 2-lane route is insufficient to accommodate inter/intra-regional travelers and heavy truck traffic from Bakersfield to Taft. Future plans on the route consist of 4 and 6-lane widening projects which will extend for the entire route.

Restrictions to widening the route include ROW considerations. ROW and environmental considerations are especially sensitive to the small communities bordering the route. The existence of oil and agricultural related land uses need to be a consideration to ROW acquisition along the route.

The Ultimate Transportation Corridor (UTC) needs to be preserved on SR 119 for future improvements. One important UTC consideration is the Federal Oil Reserve ROW issues in the areas with rolling terrain. A cooperative effort between the Federal government, Kern Council of Governments (KCOG), local governments, and Caltrans may resolve UTC issues and other concerns along the route.

Caltrans will continue to work on ITS improvements, such as ramp metering, changeable message signs, highway advisory radio, and other strategies to more effectively sustain and improve traffic flow, particularly in the urbanized areas. The increase in population and the growth of traffic has surpassed the capacity expectations of the route. Operation and system improvements to the route need to be instituted to accommodate future growth in the region.

With the projected growth in statewide, interregional, and local commuter traffic, the congestion on SR 119 will continue to increase. Over the next 25 years and beyond, Caltrans and local agencies will continue to work on solving problems associated with the route. Funding sources to improve SR 119 will be a continuing problem for all agencies. The Metropolitan Bakersfield Transportation Impact Fee Program (Metro Fee Program Candidate) will provide funds for improving SR 119, including signals, widening, and improving the SR 99/119 interchange.

Projected financially constrained improvements to SR 119 will be funded by Kern COG and other local sources in Kern County where the route traverses. This includes a current STIP project (Cherry Avenue to Tupman Road) and other SHOPP or minor projects. The Regional Improvement Program (RIP) funds and other local funds will be an available source of funds for projects. Kern COG's Regional Transportation Plan (RTP) includes program and projects for route improvements.

The "Livable Communities" concept on SR 119 may need to be implemented, particularly in the urban area and smaller communities. The execution of the concept acts to scale down the magnitude of its impact as well as increase the aesthetics of the system.

Also, environmental justice will dictate how and where SR 119 will expand, as to not overwhelm small communities. Context sensitive solution stresses sensitivity to community needs. In any case, Caltrans will need to continue emphasizing the further rehabilitation, operational, and capacity improvements of SR 119, due to its intra-regional importance.

VII. Planned and Programmed Improvements to Route 119

The table on the following two pages show both the planned and programmed projects for SR 119 over the next 25 years. The projects shown are capacity-increasing projects.

The table shows:

1. The specific segment.
2. SR 119 Planned Projects-the listing document (RTP, or Metropolitan Bakersfield Transportation Impact Fee Program Candidate (Metro Fee Program Candidate), or STIP Candidate), description of the project, and known pertinent data.
3. SR 119 Programmed Projects-the listing document (STIP), description of the project, and projected begin and completed construction dates.

See the following two pages for the planned and programmed projects, and the end of this section for a map showing Proposed Bakersfield Metro Projects.

Project scope and technical data are for general informational purposes only. If current information is needed, please verify with the Caltrans District 6 Office of Advance Planning at (559) 445-4162.

Segment PM From/To	SR 119 Planned Projects	SR 119 Programmed Projects
1 KERN PM 0.0/0.3 RTE 33 to Kern St	**RTP:** KER 119 PM 0.0/ 6.2, From RTE 33 to Cherry Ave.: Widen to 4-lanes: (2025)	There are no projects currently programmed in this segment.
2 KERN PM 0.3-2.2 Kern St to 0.3 MI N of Harrison St Urban Boundary of Taft	**RTP:** KER 119 PM 0.0/ 6.2, From RTE 33 to Cherry Ave.: Widen to 4-lanes: (2025).	There are no projects currently programmed in this segment.
3 KERN PM 2.2-R4.4 Urban Boundary of Taft to 0.6 MI N of Buttonwillow- Elk Hills	**RTP:** KER 119 PM 0.0/ 6.2, From RTE 33 to Cherry Ave.: Widen to 4-lanes: (2025)	There are no Programmed Projects in this segment.
4 KERN PM R4.4/R9.1 0.6 MI N of Buttonwillow- Elk Hills to Golf Course Rd	**RTP:** KER 119 PM 0.0/ 6.2, From RTE 33 to Cherry Ave: Widen to 4-lanes: (2025) **RTP, STIP Candidate:** KER 119 PM 5.5/13.3, Near Taft from Cherry Av to Tupman Rd: *Widen from 2-lane conventional to 4-lane expressway (2C-4E) (2019-2023)*	1998 STIP: KER 119 PM 5.5/13.3 Near Taft from Cherry Ave to Tupman Rd: Widen from 2-lane conventional highway to 4-lane expressway (2010).
5 KERN PM R9.1/R13.3 Golf Course Rd to Aqueduct Service Rd	**RTP, STIP Candidate:** KER 119 PM 5.5/13.3, Near Taft from Cherry Av to Tupman Rd.: *Widen from 2-lane conventional to 4-lane expressway (2C-4E) (2019-2023)* **RTP, STIP Candidate:** KER 119 PM R13.2/21.2, Tupman Rd to 119/5 SEP: *Widen from 2-lane conventional to 4-lane expressway (*2025*)*	1998 STIP: KER 119 PM 5.5/13.3 Near Taft from Cherry Ave to Tupman Rd: Widen from 2-lane conventional highway to 4-lane expressway (2010).
6 KERN PM R13.3/R18.3 Aqueduct Service Rd to RTE 43	**RTP:** KER 119 PM R13.2/21.2, Tupman Rd to 119/5 SEP: *Widen from 2-lane conventional to 4-lane expressway* (2025)	There are no projects currently programmed in this segment.
7 KERN PM R18.3/19.8 RTE 43 to RTE 119/5 SEP	**RTP:** KER 119 PM R13.2/21.2, Tupman Rd to 119/5 SEP: *Widen from 2-lane conventional to 4-lane expressway* (2025)	There are no projects currently programmed in this segment.

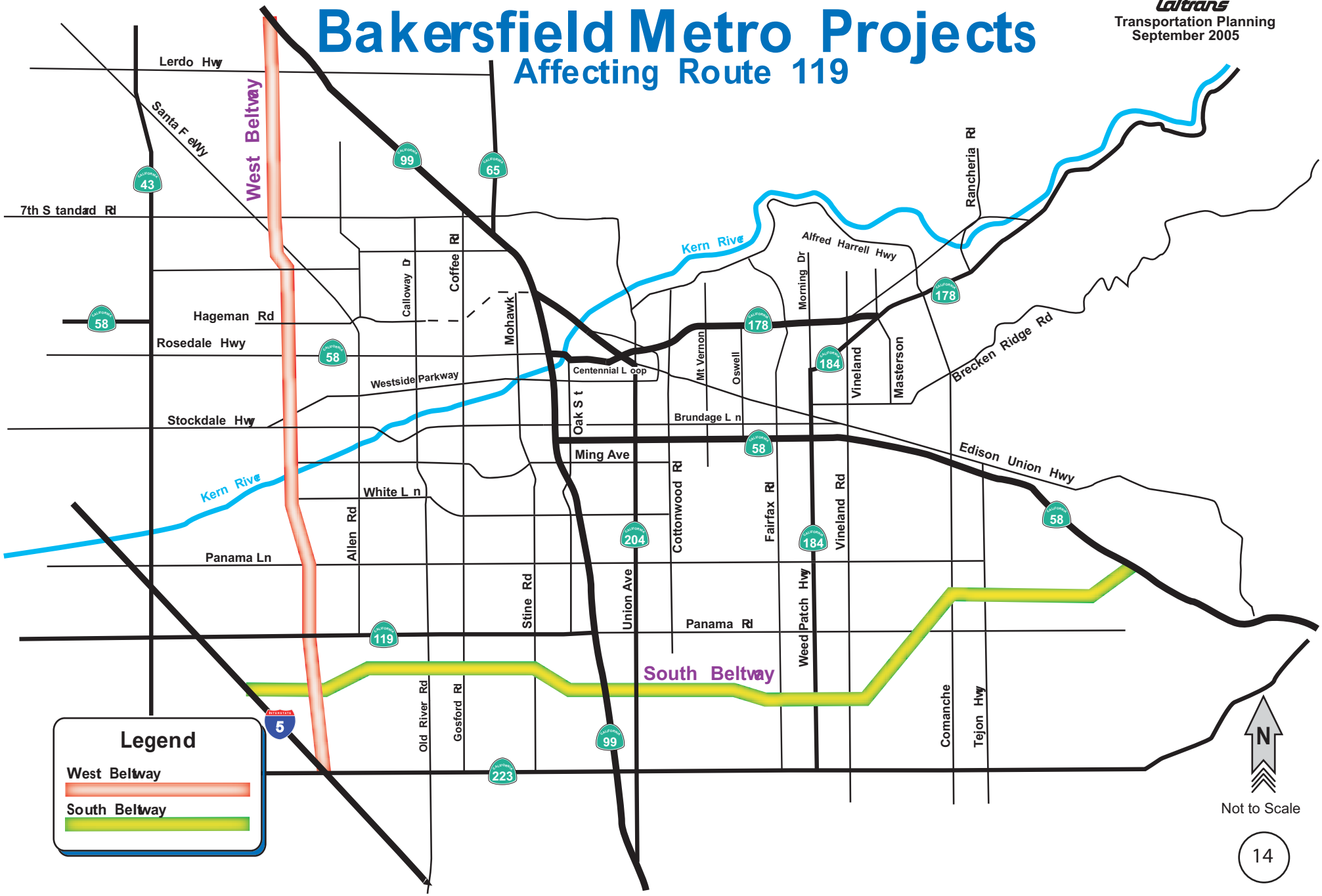
Segment PM From/To	SR 119 Planned Projects	SR 119 Programmed Projects
8 KERN PM 19.8/25.6 RTE 119/5 SEP to Buena Vista Road	**RTP**, **STIP Candidate:** KER 119 PM R19.8/25.3, 119/5 Separation to Buena Vista Rd: Widen from 2-lane conventional to 4-lane expressway (2030). **RTP, Metro Fee Program Candidate**: KER 119 PM 25.3/31.3, Buena Vista Rd to 119/99 Separation: Widen from 2-lane conventional to 4-lane divided highway (Future)	There are no projects currently programmed in this segment.
9 - 11 KERN PM 25.6/31.3 Buena Vista Road to RTE 119/99 SEP	**RTP**: KER PM 25.3/31.3, Widen from 2-lane conventional to 4-lane divided highway (Future)	There are no projects currently programmed in this segment.

See the Appendix at the end of this TCR for References, Glossary, ITS, Transit, Bike and Pedestrian Facilities information.

See the next page for a map showing Proposed Bakersfield Metro Projects.

Proposed
Bakersfield Metro Projects
Affecting Route 119

Caltrans
Transportation Planning
September 2005



Not to Scale

Appendix

SR 119
References
August 2006

Local Jurisdictions

Kern Council of Governments (Kern COG)
1401 19th Street, Suite 300
Bakersfield, CA 93301
(661) 861-2191

County of Kern
Roads Department
1115 Truxtun Avenue
Bakersfield, CA 93301
(661) 861-3140

City of Taft
209 East Kern Street
Taft, CA 93268
(661) 763-1222

City of Bakersfield
1501 Truxtun Avenue
Bakersfield, CA 93301
(661) 326-3767

Air Quality District:

San Joaquin Valley Air Pollution Control District
1990 E. Gettysburg Avenue
Fresno, CA 93726
(559) 230-6000

Air Basin: San Joaquin Valley

Air Basin Determination:
Severe non-attainment for ozone and serious for PM^{10} Contact the Air District for more information.

Transit Services:

Kern Regional Transit
2700 "M" Street, Suite 400
Bakersfield, CA 93301
(661) 862-8613

Golden Empire Transit (GET)
1830 Golden State Avenue
Bakersfield, CA 93301
(661) 324-9874

Sources of Information - Caltrans:

State Transportation Improvement Program (STIP), 2000, 2002, 2004
State Highway Operations and Protection Program (SHOPP), 2000, 2002, 2005, 2006

Caltrans District 6 Bicycle Route Inventory for California State Highways (District 6 Edition), May 2004 Office of System Planning, (559) 444-2500.

Chief of Traffic Management
(Traffic/Accident Data) (559) 488-4163

Sources of Information - By County:

Kern County:
Kern County General Plan, 2004
Kern Council of Governments Regional Transportation Plan, 2004 and Metropolitan Bakersfield Impact Fee Program, 2006
Intelligent Transportation System Early Deployment Plan (Kern Region), 1997
Kern County Regional Bicycle Plan, 2001 Kern Council of Governments (Kern COG)
City of Bakersfield - General Plan 2004 Update - (Chapter 3 - Circulation Element)

Glossary
Transportation Concept Report

AADT: (Average Annual Daily Traffic). This designation indicates the total daily traffic that is counted at a particular location or within a particular highway segment and then averaged out over one calendar year.

Access Control (or Controlled Access): The condition where the ability to access a state highway by owners or occupants of abutting land is fully or partially controlled by public authority. Also, see Classification of Roads.

Bicycle Facilities: Bicycle facilities within the state are classified into four categories:

- **Class 1 Bikeways (Bike Paths):** Bike Paths are separate *off-highway* facilities for the exclusive use of bicyclists and with cross flow by motor vehicles minimized.
- **Class 2 Bikeways (Bike Lanes):** Bike Lanes are for preferential use by bicyclists and can be established within the paved area of state highways. Such facilities are approved by, and subsequently maintained by, local jurisdictions and/or Caltrans. Bike lanes are separated from traffic lanes on California highways by the use of a painted 6" stripe on the pavement and are designated as bike lanes by the use of white R81 (Bike Lane), R-81A (Begin) and R81-B (End) "regulatory" signs. (MUTCD Chapter 9 - California Supplement - 2004).
- **Class 3 Bikeways (Bike Routes):** Bike Route are shared facilities which serve either to (a) provide continuity to other bike facilities (usually a Class 1 or Class 2 bikeway); or (b) to designate a preferred route through a high demand corridor. Such facilities are approved by, and subsequently maintained by, local jurisdictions and/or Caltrans. Bike Routes are not separated from traffic lanes but are designated as bike routes through the use of green D11-1 (Bike Route), M4-11 (Begin) and M4-12 (End) "guide" signs. (MUTCD - Chapter 9 - 2003).
- **Shared Roadway (No Bikeway Designation):** Most bicycle travel on conventional state highways and local streets occurs on facilities without any bikeway designations, signs or striping. Virtually all highways in use by bicyclists for inter-city and recreational travel fall under this "share-the-road" scenario.

CMS: (Changeable Message Sign). A CMS is a full-matrix display sign used on State highways to provide motorists with an advanced warning of major highway incidents and route diversion information. CMSs are capable of displaying a variety of character heights and up to three lines of text. CMSs play increasingly important roles on State highways by improving operations and safety.

Classification of Roads:

- **Conventional (C):** A highway without access control, which may or may not be divided. Grade separations at intersections or access control may be used when justified at spot locations. Example: 2C = 2 lane conventional highway.
- **Expressway (E):** An arterial highway with at least partial control of access, which may or may not be divided or have grade separations at intersections. Example: 4E = 4 lane expressway (note: 2 lane expressways are not common).
- **Freeway (F):** A highway to which the owners of abutting lands have no right or easement of access to or from their abutting lands. Access is controlled or restricted to interchanges and with grade separation at all intersections. Example: 6F = 6 lane freeway.
- **Functional Classification:** Guided by Federal legislation, functional classification refers to a process by which streets and highways are grouped into classes or systems, according to the character of the service that is provided, e.g., Principal Arterial, Minor Arterial, Collector, Local, etc.

Glossary
Transportation Concept Report

Contract Phasing:

- **Begin Construction:** This is the phase when the contract for construction is approved and construction begins.
- **Complete Construction:** This is the phase when the completion of the construction contract occurs.

COG: See RTPA

CTC: (California Transportation Commission). The California Transportation Commission (CTC) was established in 1978 by Assembly Bill 402 (Chapter 1106, Statutes of 1977) out of a growing concern for a single, unified California transportation policy. The Commission is responsible for the programming and allocating of funds for the construction of highway, passenger rail and transit improvements throughout California. The Commission also advises and assists the Secretary of Business, Transportation and Housing Agency and the Legislature in formulating and evaluating state policies and plans for California's transportation programs. The Commission is also an active participant in the initiation and development of State and Federal legislation that seeks to secure financial stability for the State's transportation needs.

Density: The number of vehicles occupying a given length of lane or roadway averaged over time, usually expressed as vehicles per mile or vehicles per mile per lane. Also see **V/C.**

Facility:
- **Concept Facility:** A highway facility type and characteristic considered viable without improvement within the 25 year planning period given financial, environmental, planning and engineering factors.
- **Present Facility:** Highway type and general characteristics in place at the time of the development of a TCR.

FTIP: See Project Programming

ICES: (Intermodal Corridor of Economic Significance). Significant National Highway System Corridors that link intermodal facilities most directly, conveniently and efficiently to intrastate, interstate, and international markets.

ITMS: (Intermodal Transportation Management System). A performance-based decision support system operating on a personal computer which allows "alternatives analysis" through the use of performance measures. ITMS incorporates intermodal system elements for freight and person movements using a spatial and attribute database thereby allowing management of transportation systems under existing and forecasted conditions. ITMS provides a new intermodal-planning tool using a common statewide data set for state and local transportation planners.

ITS: (Intelligent Transportation Systems). ITS refers to a wide variety of tools and techniques that focus on addressing transportation problems by improving the efficiency and safety of the existing transportation infrastructure. ITS works through the integration of high tech computing and information sharing.

ITSP: (Interregional Transportation Strategic Plan). The ITSP is a single document prepared by Caltrans to consolidate and communicate key elements of its ongoing long and short range planning. The ITSP serves as a counterpart to the Regional Transportation Plans (RTPs) prepared by the 43 Regional Transportation Planning Agencies (RTPAs) in California.

KP: (Kilo Post) See Post Mile

Lifeline Routes: See Route Designations

LOS: (Level of Service). Level of Service describes operating conditions a typical driver will experience on a typical day while driving on a particular facility. Like a report card, the LOS is defined in categories ranging from A-F. "A" represents the best traffic flow (low **v/c** ratio and delay, no impediments) through "F" representing the worse congestion (extremely high **v/c** ratio and delay, gridlock conditions).

MIS: (Major Investment Study). When the need for a major metropolitan transportation investment is identified and Federal funds are potentially involved, a major investment (corridor or sub-area) study is undertaken to develop or refine the plan. Upon completion, the MIS aids the area's Metropolitan Planning Organization (MPO), in cooperation with any participating agencies, on the design concept and scope of the investment.

MPO: See RTPA

Multi-Modal: Pertaining to the use of more than one mode of travel such as private vehicles, taxis, bicycles, mass-transit, para-transit, light and heavy rail, ferries, airplanes etc.

NHS: See Route Designation

NTN: See Route Designation

Non-attainment (pertaining to air quality): Identifies non-attainment status for CO (carbon monoxide), Ozone, and PM (particulate matter) within the subject air basin.

Overcrossing: (O/C) See Structures, Types of

PM: (MilePost Marker, Postmile or KP (Kilo Post). An 8" x 48" metal post marker along a State highway indicating a location using the postmile or designation. This is the distance in miles (or kilometers, in the case of Kilo Post measurements) that the given location is from the county line measuring from the south to the north or from the west to the east. Postmiles ascend in the northerly and easterly directions as determined by the route. The PM marker also includes an abbreviation for the County wherein its located (i.e., in Caltrans District 6: FRE = Fresno, KER = Kern, KIN = Kings, TUL = Tulare, MAD = Madera). As such, a PM marker located along SR 99 and displaying "MAD" and "6.25" would indicate that you are currently located in Madera County at a point 6.25 miles north of the Fresno/Madera County Line.

PROJECT PROGRAMMING: Separate programming documents prepared and adopted for somewhat different purposes, are required under State and Federal law. Transportation programming is the public decision making process that sets priorities and funds projects envisioned in long range transportation plans. It commits expected revenues over a multi-year period to transportation projects. Programming schedules high priority capital outlay projects for development and implementation. Programming documents include Federal, State, Regional and Metropolitan Transportation Plans, e.g., FTIP, ITIP, RTIP, SHOPP, STIP.

- **FTIP:** (Federal Transportation Improvement Program). To apply for federal highway funding a Federal statute requires MPOs to complete a Transportation Improvement Program. The MPO prepares the FTIP in cooperation with its member agencies (cities), its transit operators, State and Federal agencies, and with public involvement. The FTIP must by law be financially constrained and include a financial plan that demonstrates how projects can be implemented while the existing transportation system is being adequately operated and maintained. The FTIPs are in actuality a listing of planned Federally funded capital improvements to the regions' transit systems along with associated Federal operating assistance program and Federal Statewide Transportation Improvement Program (FSTIP).

- **ITIP:** (Interregional Transportation Improvement Program). The ITIP is Caltrans' equivalent to the RTIP (Regional Transportation Improvement Program) and consists of STIP projects funded from the Interregional Program share, which is 25% of new STIP funding. Caltrans'

ITIP may nominate projects to the STIP only for the Interregional Program. The ITIP should be based on a Strategic Plan for implementing the Interregional Program. The ITIP should describe how proposed projects relate to the Strategic Plan and how the Strategic Plan would implement the California Transportation Commission's objectives. The ITIP includes both State highway and rail projects (potentially including mass transit guideway and grade separation projects).

- **PSR:** (Project Study Report). A pre-programming document required for project inclusion in the STIP.

- **PSSR:** (Project Scope Summary Report). An engineering report used to select candidate projects to be programmed in the State Highway Operation Protection Program (SHOPP). SHOPP funds are used primarily for rehabilitation, resurfacing and safety projects on State highways.

- **RTIP:** (Regional Transportation Improvement Program). After consulting with Caltrans, each Regional Transportation Planning Agency (RTPA) and/or County Transportation Commission (CTC) must prepare and submit an RTIP for regions with urbanized areas. Some urbanized RTPAs coincide with the Federal Metropolitan Planning Organizations (MPOs). Each regional agency is required to adopt and submit its RTIP to the CTC and to Caltrans. The CTC will utilize the RTIP to consider projects to be included in the State Transportation Improvement Program (STIP). The funds are available for a broad array of transportation improvement projects, including improving State highways, local roads, public transit, inter-city rail, pedestrian and bicycle facilities, grade separations, transportation system management, transportation demand management, soundwalls, etc.

- **SAFETEA-LU:** Safe, Accountable, Flexible, Efficient Transportation Equity Act: On August 10, 2005, the President signed into law the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users **(**SAFETEA-LU). With guaranteed funding for highways, highway safety, and public transportation totaling $244.1 billion, SAFETEA-LU represents the largest surface transportation investment in our Nation's history. The two landmark bills that brought surface transportation into the 21st century—the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act for the 21st Century (TEA-21)—shaped the highway program to meet the Nation's changing transportation needs. SAFETEA-LU builds on this firm foundation, supplying the funds and refining the programmatic framework for investments needed to maintain and grow our vital transportation infrastructure.

- **SHOPP:** (State Highway Operation Protection Program). The SHOPP is a four-year program limited to projects related to State highway safety and rehabilitation. SHOPP funds are for major transportation capital improvements that are necessary to preserve and protect the State highway system. The SHOPP does not include projects that increase capacity. Most of the projects are for pavement rehabilitation, bridge rehabilitation, and traffic safety improvements. Other projects may include such things as operational improvements (e.g., traffic signalization) and roadside rest areas. Caltrans alone has full control of SHOPP funds.

- **STIP:** (State Transportation Improvement Program). Under California law, the STIP and SHOPP (State Highway Operations Protection Program) are the two primary documents through which the CTC commits and allocates funds to particular projects. In the year 2000 and thereafter, the STIP will be a four year plan with updates every two years. The STIP is a capital improvement program of transportation projects funded with revenues from the State Highway Account and other sources on and off the State highway system. The STIP includes a list of transportation projects, proposed in two broad programs, the regional program funded with 75% of new STIP funding and the interregional program funded from

25%. The STIP has two main funding components: the RIP (Regional Improvement Program), prepared by RTPAs and the IIP (Interregional Improvement Program) prepared by Caltrans.

ROW: (Right-of-Way). Denotes the *total* width allocated for a highway, including shoulders and adjacent land.

RCR: See TCR

Route: The California Legislature establishes the framework for the State Highway System by describing each state roadway in the Streets and Highway Code. This description establishes the official beginning and ending points of a state highway and in some cases intermediate control points.

Route Adoptions: Route Adoptions are needed for the following reasons: (1) any new alignment of an existing legislative route, (2) to establish the location of an unconstructed route, (3) to allow for the conversion of any conventional highway to a freeway or other form of controlled access route, (4) designating a traversable highway and (5) for any temporary alignments along an established state route. Route adoptions are approved by the CTC prior to submission to the FHWA for final approval.

Route Designations: Identifies whether or not the subject segment of a route is designated as being part of a system. Examples of systems include Freeway/Expressway System, Highways of Regional Significance, Interregional Highway System (IRRS), National Highway System (NHS), National Truck Network (NTN), and Terminal Access Route for the National Truck Network, Scenic Highway, or Strategic Highway Network (STRAHNET).

- **Freeway/Expressway System:** The Statewide system of highways declared by the Legislature to be essential to the future development of California. The F&E System has been constructed with a large investment of funds for the ability of control access, in order to ensure the safety and operational integrity of the highways.

- **IRRS:** (Interregional Road System) Caltrans developed an Interregional Road System Plan that identified projects which will provide the most adequate interregional road system to all economic centers in the State. IRRS is a series of Interregional State highway routes, outside the urbanized areas, that provide access to, and links between, the State's economic centers, major recreational areas, and urban and rural regions. Due to the high number of routes and capacity improvements needed on the IRRS, the most critical IRRS routes were identified as *High Emphasis Routes*. High Emphasis Routes are a priority for programming and construction and are critically important to interregional travel and the State as a whole. *Focus Routes* are a subset of the High Emphasis Routes. These routes represent 10 IRRS corridors that should be of the highest priority for completion to minimum facility standard in the 20 year period.

- **Lifeline Routes:** (Earthquake Emergency Response) A Lifeline Route is a route on the State highway system that is deemed so critical to emergency response/life-saving activities of a region or the state that it must remain open immediately following a major earthquake, or for which pre-planning for detour and/or expeditious repair and reopening can guarantee through-movement. The focus is on highly critical routes that allow for the immediate movement of emergency equipment and supplies into a region or through a region.

- **NHS:** (National Highway System) The purpose of the NHS is to provide an interconnected system of principal arterial routes which will serve major population centers, international border crossings, ports, airports, public transportation facilities and other intermodal transportation facilities. Additionally, such highways meet National defense requirements and serve to facilitate interstate and interregional travel. The NHS consists of 155,000 miles,

(plus or minus 15 percent), of the major roads in the U.S. Included in the NHS are all interstate routes, a large percentage of urban and rural principal arterial, the defense strategic highway network, and strategic highway connectors.

- **NTN:** (National Truck Network) A list of truck route segments and their truck access designations (such as National Network (NN), Terminal Access, California Legal, Advisory, or Restricted) with each segment's beginning and ending post miles, and beginning and ending cross streets.

- **Regionally Significant:** A transportation corridor that serves regional transportation needs and would normally be included in the modeling of a metropolitan area's transportation network. Such corridors, at minimum, would include all principal arterial highways and all fixed guideway transit facilities located within the region.

- **Scenic Highway:** A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view. The State Scenic Highway System includes a list of highways that are either eligible for designation as scenic highways or have been so designated. These highways are identified in Section 263 of the Streets and Highways Code. For a highway to be considered *Officially Designated* the local jurisdiction is required to develop and adopt protection measures in the form of ordinances to apply to the area of land within the scenic corridor. Additions and deletions to the list of highways eligible for scenic designation can only be made through legislative action.

- **STAA Truck:** In 1982, the Federal government passed the Surface Transportation Assistance Act (STAA). This act requires states to allow certain longer trucks on a network of Federal highways, referred to as the National Network (NN). A STAA truck is, in many cases, longer than a "California legal" truck, and may operate only on specific highways in California.

- **STRAHNET:** (Strategic Highway Corridor Network) STRAHNET is a National system of public highways that are key elements in U.S. strategic policy. This network provides defense access, continuity, and emergency capabilities for movements of personnel and equipment during both peace time and war. STRAHNET is comprised of about 61,000 miles of highway, including the 45,400-mile system of Interstate and Defense Highways and 15,600 miles of other important public highways. STRAHNET "connectors" (about 1,700 miles) are additional highway routes linking over 200 important military installations and ports to the STRAHNET. Generally, these "connector" routes end at the port boundary or installation gate and are typically used only when moving personnel and equipment during a mobilization or deployment

- **Terminal Access Route:** Terminal Access (TA) routes are portions of State or local highways that Caltrans or a local government granted access to STAA trucks. The purpose of TA routes is to allow STAA trucks (1) to travel between NN routes, (2) to reach a truck's operating facility, or (3) to reach a facility where freight originates, terminates, or is handled in the transportation process.

Route Numbering: South-north state and interstate routes normally carry odd number designations (e.g. I-5, SR 43, SR 99 etc.) while west-east routes normally carry even number designations (e.g. I-10, SR 58, SR 168 etc.).

RTIP: See Project Programming

RTP: (Regional Transportation Plan) The RTP is a comprehensive 20 year plan for the region, updated every four years by the regional transportation planning agency (RTPA). The RTP includes goals, objectives, and policies and recommends specific transportation improvements.

RTPA: (Regional Transportation Planning Agency) The RTPA is an association of city and county governments created to address regional transportation issues while protecting the integrity and autonomy of each jurisdiction. The RTPA serves as the forum for cooperative decision making by principal elected officials of general local government and is responsible for the preparation and adoption of a Regional Transportation Improvement Program (RTIP). There are 43 RTPAs in California. In smaller counties, usually the County Transportation Commission; in urban counties, usually the Metropolitan Planning Organization (MPO) is the RTPA. RTPAs produce the RTIPs for the approval of the California Transportation Commission (CTC).

- **MPOs and COGs:** RTPAs can be an MPO (Metropolitan Planning Organization) or a COG (Council of Governments) or all three. Some COGs also serve as MPOs, under Federal transportation rules, and this designation carries considerable power in allocating Federal and State funds for transportation projects. For example, Fresno COG is the MPO for Fresno County.

  According to U.S. Code, an MPO is the organization designated by the governor and local elected officials as responsible, together with the State, for preparing a comprehensive transportation plan for both highway and transit modes, with long range (10 – 20 years) and shorter range (five year) elements in an urbanized area (population 50,000 or greater). The major role of the MPO is to foster inter-governmental communications and cooperation, undertake comprehensive regional planning with an emphasis on transportation, provide for citizen involvement in the planning process and provide technical services to the member agencies. MPOs are created by elected officials of counties and their incorporated cities as a means of providing a cooperative body for the discussion and resolution of issues that go beyond their individual boundaries.

  State and Federal laws encourage such efforts. In each of these areas, MPOs act as a consensus-builder to develop an acceptable approach on how to handle problems that do not recognize jurisdictional boundaries.

R/U: (Rural *or* Urban location) Areas designated as rural are those lying outside the U.S. Census urban area boundary with a population less than 2,500 (less than 5,000 population for Federal Aid highway purposes). Areas designated as urban are those lying inside the U.S. Census urbanized boundary.

Scenic Highway: See Route Designation

Separation: See Structures, Types of

SHOPP: See Project Programming

SR: (State Route) Highways within the State which are distinctively designed to serve intrastate and interstate travel.

STAA: See Route Designation

STIP: See Project Programming

STRAHNET: See Route Designation

STRUCTURES, Types of

- **Overcrossing:** (O/C) A configuration where the State highway crosses below the grade of a local road**.**
- **Separation:** (Sep) A configuration where a State highway crosses over a State highway.

- **Undercrossing:** (U/C) A configuration where a State highway crosses above the grade of a local road.
- **Underpass:** A configuration where the State highway crosses below the grade of a railroad line**.**

TCR: (Transportation Concept Report) Formerly called a Route Concept Report or RCR, this document analyzes a transportation corridor service area, establishes a 20 year transportation planning concept, and identifies modal transportation options and applications needed to achieve the 20 year concepts.

TCRP: (Traffic Congestion Relief Program) The TCRP was enacted as part of AB 2928 (2000). Through the TCRP, the Governor and Legislature allocated $4.9 billion for projects to relieve congestion, provide safe and efficient movement of goods, improve intermodal connectivity, and make further investments in transit and rail facilities within the State.

Undercrossing: See Structures, Types of

Underpass: See Structures, Types of

UTC: (Ultimate Transportation Corridor) Highest predictable build-out beyond 20 years.

V/C: (Volume/Capacity ratio) A ratio of demand flow rate (volume) to capacity for a traffic facility. Also see Density.

Intelligent Transportation Systems (ITS)

Existing and Proposed
November 2005
For more information, contact the Central Valley Transportation Management Center at (559) 488-4163

Traffic Monitoring Stations

Existing and Proposed
Status November 2005

EXISTING TRAFFIC MONITORING STATIONS					
Element Type	County	Route	Post Mile	Location	Status
D6TMS		119			None
PROPOSED TRAFFIC MONITORING STATIONS					
Element Type	County	Route	Post Mile	Location	Status
D6TMS	KER	119			None Proposed

Ramp Metering Locations

Existing and Proposed
Status November 2005

EXISTING RAMP METERS					
Element Type	County	Route	Post Mile	Location	Status
D6RMS	KER	119			None
PROPOSED RAMP METERS					
Element Type	County	Route	Post Mile	Location	Status
D6RMS	KER	119			None Proposed

Note: The 511 system is a new three-digit phone number program to access travel information that is currently being implemented throughout various areas of the country. Caltrans' Reverse Commute Study/Special Studies Branch is working with Traffic Operations and Caltrans' Districts to develop a "California 511 Strategic Development Plan for Rural and Inter-Regional Traveler Information System" to meet the traveler's highway and transit information needs. When fully implemented, 511 will be an easy to remember telephone number.

Closed Circuit Television Locations

Existing and Proposed
Status November 2005

EXISTING CCTVs					
Element Type	County	Route	Post Mile	Location	Status
D6CCTV		119			None
PROPOSED CCTVs					
Element Type	County	Route	Post Mile	Location	Status
D6CCTV		119			None Proposed

Changeable Message Sign Locations

Existing and Proposed

Status November 2005

EXISTING CHANGEABLE MESSAGE SIGNS					
Element Type	County	Route	Post Mile	Location	Status
D6CMS	KER	EB 119	16.06	W OF RTE 43	Existing
D6CMS	KER	WB 119	21.80	E OF RTE 5	Existing
D6CMS	KER	EB 119	29.90	W OF RTE 99	Existing
PROPOSED CHANGEABLE MESSAGE SIGNS					
Element Type	County	Route	Post Mile	Location	Status
D6CMS	KER	WB 119	11.60	JEO ELK HILLS RD	Proposed

Highway Advisory Radios (HARs)

Existing and Proposed
Status November 2005

EXISTING HIGHWAY ADVISORY RADIOS (HARs)					
Element Type	County	Route	Post Mile	Location	Status
D6HAR	KER	119			None
PROPOSED HIGHWAY ADVISORY RADIOS (HARs)					
Element Type	County	Route	Post Mile	Location	Status
D6HAR	KER	119			None Proposed

Weather Stations

Proposed
Status November 2005

PROPOSED WEATHER STATIONS					
Element Type	County	Route	Post Mile	Location	Status
WS	KER	119	21.80	2.7 km EAST OF RTE 5	Proposed

SR 119
TRANSIT / BICYCLE / PEDESTRIAN

TRANSIT SERVICES

Segment(s) PM From / To	Segment Details
1 PM 0.00 - 0.30 Rte 33 to Kern St	Transit services within this segment are provided by the Taft Area Transit (TAT). Fixed route and dial-a-ride services are provided by TAT throughout Taft with Route 119 being used as needed.
2 PM 0.30 - 2.20 Kern St to 0.3 miles North of Harrison St urban boundary of Taft	Transit services within this segment are provided by both TAT (fixed route and dial-a-ride) and by the Kern Regional Transits' Westside Express. TAT provides transit service within the city of Taft while the Westside Express provides transit services from Taft to Bakersfield six days a week.
3-8 PM 2.20 - 25.60 0.3 miles North of Harrison St - Urban Boundary of Taft to Buena Vista Rd	Transit services within these segments are provided six days a week by the Kern Regional Transits' Westside Express. The Westside Express provides services from Taft to Bakersfield. Stops within the rural communities of Valley Acres and Dustin Acres are made as needed.
9-11 PM 25.6 - 31.3 Buena Vista Rd to Route 99 Separation	No transit services using Route 119 are provided between Buena Vista Road and the Route 119/Route 99 separation.

BICYCLE FACILITIES[1]

Segment(s) PM From / To	Segment Details
1 PM 0.00 - 0.30 Rte 33 to Kern St	Divided Four-lane conventional segment - open to bicycle travel. Level terrain. *Shoulder width 8'.* Alternate route currently available.[2] [3] Designation: The 2001 Kern County Bicycle Facilities Plan lists this segment as a "planned" bikeway.
2-7 PM 0.30 - 19.80 Route 119/I-5 Separation	Two lane conventional highway - open to bicycle travel. Level terrain within Segments 2, 6 and 7, moderately hilly within Segment 5 and very hilly within Segment 6. *Shoulder width varies from 1"-8'.* No direct alternate route(s) currently available.[2] [3] Designation - No portion of these segments are listed within the 2001 Kern County Bicycle Facilities Plan as a Class I, II or III facility.
8 PM 19.80 - 25.60 Route 119/I-5 Separation to Buena Vista Rd	Two lane conventional highway - open to bicycle travel. Level terrain. *Shoulder width varies from 0'-2'*. No direct alternate route(s) currently available.[2] [3] Designation - No designation until approximately PM 22.20 (i.e. the currently unconstructed intersection of Heath Rd.) after which the 2004 Bakersfield General Plan (Circulation Element - Chapter 3) lists this portion of the highway as a "future bikeway".
9-11 PM 25.60 - 31.30 Buena Vista Rd to Route 119/Route 99 Separation	Two lane conventional highway - open to bicycle travel. Level terrain. *Shoulder width varies from 0'-2'*. Area subject to heavy traffic congestion. No direct alternate route(s) currently available.[2] [3] Designation - the 2004 Bakersfield General Plan (Circulation Element - Chapter 3) lists these three segments of the highway as a "future bikeway".

PEDESTRIAN FACILITIES [1]

Segment(s) PM From / To	Segment Details
1-11 Kern County (All Segments)	Pedestrian and ADA concerns on Route 119, such as crosswalks, sidewalks, ramps, curb cuts, railings and pedestrian activated signal heads, will primarily to be found near the route's beginning at SR 33 within the city of Taft (PM 0.00 to PM 4.40), within the rural communities of Valley Acres (PM 6.20 to PM 6.70) and Dustin Acres (PM 7.50 to PM 8.36) and between the communities of Panama and Pumpkin Center (PM 30.40 to 31.30). In each case there are moderate to large concentrations of residential, retail and/or commercial properties on or adjacent to this Route's right-of-way. The remainder of this route is very rural with few, if any, pedestrian or ADA concerns to be addressed at this time.

[1] **Deputy Directive 64 (DD-64)** - "Policy - The Department fully considers the needs of non-motorized travelers (including pedestrians, bicyclists and persons with disabilities) in all programming, planning, maintenance, construction, operations and project development activities and products."

[2] **Streets and Highway Code - Section 888** - "The department (i.e. Caltrans) shall not construct a state highway as a freeway that will result in the severance or destruction of an existing major route for non-motorized transportation traffic and light motorcycles, unless it provides a reasonable, safe, and convenient alternate route, or unless such a route already exists."

[3] **California Vehicle Code - Section 21960 (Bikes & Pedestrians on Freeways)** (a) The Department of Transportation **and** local authorities [i.e. acting together - not separately], [may] by order, ordinance, or resolution, with respect to freeways, expressways ... prohibit or restrict the use of the freeways, expressways, or any portion thereof by pedestrians, bicycles or other non-motorized traffic..."